

WHAT IS CLAIMED IS:

1. A four-cycle engine comprising:
 - a cylinder block;
 - a cylinder head;
 - a cylinder head cover, wherein said cylinder head cover is stacked on top of said cylinder head and said cylinder head is stacked above said cylinder block;
 - an intake valve and an exhaust valve opening or closing by an operative engagement with a camshaft arranged above the cylinder head;
 - a joint being formed between the cylinder head and cylinder block, wherein the joint of the cylinder head and the cylinder block extends diagonally with respect to an axis of either the intake valve or the exhaust valve; and
 - a joint being formed between the cylinder head and the cylinder head cover, wherein the axis of either the intake valve or the exhaust valve is perpendicular to the joint between the cylinder head and the cylinder head cover.
2. The four-cycle engine according to claim 1, further comprising an insertion hole having an ignition plug formed therein, wherein an axis of the insertion hole of the ignition plug is formed perpendicular to the joint of the cylinder head and the cylinder head cover.
3. The four-cycle engine according to claim 1, wherein each axis of the exhaust valve and the valve seat is perpendicular to the joint of the cylinder head and the cylinder head cover.
4. The four-cycle engine according to claim 2, further comprising a rocker arm shaft having a pair of forked ends extending around a plug tube of said ignition plug, wherein the forked ends of the rocker arm shaft are supported by a rocker arm shaft holder integrally connected with the cylinder head.

5. The four-cycle engine according to claim 4, further comprising a cam cap securing the rocker arm shaft, wherein the rocker arm shaft is secured by a bolt fastening the cam cap in a rocker arm shaft holder.

6. The four-cycle engine according to claim 5, further comprising a female tapped hole for securing the bolt within the rocker arm shaft holder, wherein an axis of the female tapped hole is perpendicular to the joint between the cylinder head and the cylinder head cover.

7. The four-cycle engine according to claim 6, further comprising an insertion hole having an ignition plug formed therein, wherein an axis of the insertion hole of the ignition plug is formed perpendicular to the joint of the cylinder head and the cylinder head cover.

8. The four-cycle engine according to claim 1, further comprising an intake port and an exhaust port, wherein the joint of the cylinder head and the cylinder head cover is inclined downward from an intake port side of the cylinder head toward an exhaust port side of the cylinder head.

9. The four-cycle engine according to claim 8, further comprising an engine hanger being integrally formed with the cylinder head in a position above the intake port of the cylinder head and in a vicinity of the joint between the cylinder head and the cylinder head cover.

10. The four-cycle engine according to claim 7, further comprising an intake port and an exhaust port, wherein the joint of the cylinder head and the cylinder head cover is inclined downward from an intake port side of the cylinder head toward an exhaust port side of the cylinder head.

11. The four-cycle engine according to claim 10, further comprising an engine hanger being integrally formed with the cylinder head in a position above the intake port of the cylinder head and in a vicinity of the joint between the cylinder head and the cylinder head cover.

12. The four-cycle engine according to claim 1, further comprising a valve train, wherein said valve train is a Single Overhead Camshaft (SOHC) valve train having a single overhead camshaft.

13. The four-cycle engine according to claim 2, further comprising a valve train, wherein said valve train is a Single Overhead Camshaft (SOHC) valve train having a single overhead camshaft.

14. The four-cycle engine according to claim 9, further comprising a valve train, wherein said valve train is a Single Overhead Camshaft (SOHC) valve train having a single overhead camshaft.

15. The four-cycle engine according to claim 11, further comprising a valve train, wherein said valve train is a Single Overhead Camshaft (SOHC) valve train having a single overhead camshaft.

16. The four-cycle engine according to claim 2, further comprising a valve train, wherein said valve train is a dual overhead camshaft (DOHC) valve train having dual overhead camshafts.

17. The four-cycle engine according to claim 9, further comprising a valve train, wherein said valve train is a dual overhead camshaft (DOHC) valve train having dual overhead camshafts.

18. The four-cycle engine according to claim 11, further comprising a valve train, wherein said valve train is a Single Overhead Camshaft (SOHC) valve train having a single overhead camshaft.